

Chapter 12

Errata on the 1997 Draft EIR/EIS

L12-4, Thomas M. Gau, San Joaquin County Community Development Department

Comment noted. EBMUD agrees that "Division 15" should be added to the end of the referenced sentence.

L15-16, Joe Robinson, City of Sacramento

Comment noted. EBMUD agrees that the sentence should read, "EBMUD and the appropriate City and County agencies will coordinate planning, engineering, design, and traffic control and construction phases of the project."

L15-20, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary and the analysis of environmental impacts does not change.

L15-21, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary and the analysis of environmental impacts does not change.

L15-23, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary and the analysis of environmental impacts does not change.

L15-25, Joe Robinson, City of Sacramento

EBMUD agrees that Figure 2-6a should correspond to Table 12-6.

L15-26, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary and the analysis of environmental impacts does not change.

L15-31, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary.

L15-33, Joe Robinson, City of Sacramento

The 600-AF difference between the totals shown in Table 3-2 and the City's comment would not result in changes in the environmental impact analysis.

L15-34, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary.

L15-40, Joe Robinson, City of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary.

L15-46, Joe Robinson, City of Sacramento

Comment noted. EBMUD agrees that the sentence should include a reference to local residents.

L15-48, Joe Robinson, City of Sacramento

EBMUD agrees with the suggested changes.

L15-49, Joe Robinson, City of Sacramento

EBMUD agrees with the suggested changes.

L15-52, Joe Robinson, City of Sacramento

The suggested changes to Table 12-6 are noted.

L15-54, Joe Robinson, City of Sacramento

Comment noted. This change is minor and does not alter the conclusions presented in the EIR/EIS.

L15-55, Joe Robinson, City of Sacramento

Comment noted. This change is minor and does not alter the conclusions presented in the EIR/EIS.

L15-58, Joe Robinson, City of Sacramento

Comment noted. This change is minor and does not alter the conclusions presented in the EIR/EIS.

L21-32, Andrew M. Hitchings, Counsel to County of Sacramento

Comment noted. No additional modification of the Draft EIR/EIS is necessary and the analysis of environmental impacts does not change.

L21-72, Andrew M. Hitchings, Counsel to County of Sacramento

The City of Folsom diverts water from Folsom Reservoir.

L21-73, Andrew M. Hitchings, Counsel to County of Sacramento

EBMUD agrees that the reference to "Kern-Canal" has been changed to "Friant-Kern Canal."

L21-89, Andrew M. Hitchings, Counsel to County of Sacramento

Information on Delta inflow is provided in Table 3-4 of the Draft EIR/EIS and in Appendix C, Table C-19.

L21-90, Andrew M. Hitchings, Counsel to County of Sacramento

The first row under Lake Shasta represents Alternative 1 values minus existing conditions values. The monthly values for the Sacramento River at Keswick and Freeport are shown in cubic feet per second. The annual mean value is shown in thousand acre-feet. The values are based on the 70-year period simulated by PROSIM.

L21-134, Andrew M. Hitchings, Counsel to County of Sacramento

As shown in Table 6-3, flows in the lower American River between Nimbus Dam and Fairbairn WTP would be above the minimum (1,750 cfs) less frequently under Alternative 2 and 3 cumulative conditions than under existing conditions. The evaluation of recreation impacts on recreation opportunities on the lower American River indicates that the reduction in flows under Alternatives 2 and 3 cumulative conditions is expected to result in a significant impact on water-dependent recreation.

Sp3-3, Orrin H. Harder, Retired EBMUD Manager

Comment noted. The Title of Figure 1-1 should read "EBMUD Ultimate Service Boundary".

Sp12-10, Tom Whitney, Sierra Club, Sacramento Valley Group

Comment noted. The sentence refers to Figure 2-3 in the Appendix B, "Alternatives Screening Report."

Sp18-2, Edward J. Cox, Sacramento Area Bicycle Advocates

Comment noted. This should read "...aligning with the SPRR and 23rd Street...."

Sp19-5, Romona Robison, California Native Plant Society

The last bullet in the Areas of Controversy section on page S-6 includes potential growth effects for the City and County of Sacramento. To the extent that this is unclear, "Sacramento" should be added to the sentence.

Sp19-28, Romona Robison, California Native Plant Society

EBMUD agrees that the citation for Table 7-2 should be changed to 7-3.

Ind51-15, Felix E. Smith

Comment noted. The footnote should read "objectives."

Appendix C

"EBMUD Modeling Assumptions" second paragraph, page 8 should read, "Study 10-6090 Purpose (Alternative 2): American River water deliveries taken whenever EBMUD system storage is available and Hodge flows are met. Delivery up to 350 cfs starting in March."

Table 2-1: Canal pumping plant specifications

The number of pumps should be changed from six to five. Also the pump capacity should read pumping plant capacity.

Table 2-2: Aqueduct pumping plant specifications

Pump capacity should read pumping plant capacity.

Table 5-9: Hodge Decision and AFRP Flows (Nimbus Dam to Fairbairn WTP)

This table contained an error regarding the change in the number of months that Hodge Decision flows are met under Alternative 2 during July through October. The correct number is 0. A revised version of Table 5-9 is included at the end of this chapter.

Table 5-10: Hodge Decision and AFRP Flows (Fairbairn WTP to I-5)

This table contained an error regarding the change in the number of months that Hodge Decision flows are met under Alternative 2 during July through October. The correct number is 0. A revised version of Table 5-10 is included at the end of this chapter.

Table 10-1: Development Projects Proposed within the City and County of Sacramento That Are Near Alternative 3 Project Facilities

The table entry regarding the extension of and improvements to Kiefer Boulevard on page 5-9 had text missing in the Draft EIR/EIS. A revised version of Table 10-1 is included at the end of this chapter.

Table 5-9. Hodge Decision and AFRP Flows (Nimbus Dam to Fairbairn WTP)

Flows	Number of Months (Relevant Period)	Alternative 1	Alternative 2	Alternative 3	Existing Condition	Alternative 2	Alternative 3
		Months/Percent ^a	Project Change (Months/Percent) ^b	Project Change (Months/Percent) ^b	Months/Percent ^a	Cumulative Change (Months/Percent) ^c	Cumulative Change (Months/Percent) ^c
Hodge Decision Flows							
2,000 cfs	280	254	0	-4	148	101	99
	(Nov-Feb)	91%	0%	-1%	53%	36%	36%
3,000 cfs	280	139	-1	2	152	-21	-21
	(Mar-Jun)	50%	-1%	1%	54%	-7%	-7%
1,750 cfs	280	209	0	0	206	-16	-8
	(Jul-Oct)	75%	0%	0%	74%	-6%	-3%
AFRP Flows							
2,000 cfs	350	314	1	-4	185	122	120
	(Oct-Feb)	90%	0%	-1%	53%	35%	34%
3,000 cfs	280	139	-1	2	152	-21	-21
	(Mar-Jun)	50%	-1%	1%	54%	-7%	-7%
2,500 cfs	70	40	0	1	53	-14	-14
	(Jul)	57%	0%	1%	76%	-20%	-20%
2,000 cfs	70	49	0	0	61	-16	-16
	(Aug)	70%	0%	0%	87%	-23%	-23%
1,500 cfs	70	42	0	0	49	-11	-10
	(Sep)	60%	0%	0%	70%	-16%	-14%

^a Number and percentage of months during the relevant period when the flows meet or exceed the indicated minimum flows.

^b The difference in the number and percentage of months during the relevant period between Alternative 1 and Alternatives 2 and 3 when flows meet or exceed the minimum flows.

^c The difference in the number and percentage of months during the relevant period between existing conditions and cumulative conditions under Alternatives 2 and 3 when flows meet or exceed the minimum flows.

Table 5-10. Hodge Decision and AFRP Flows (Fairbairn WTP to I-5)

Flows	Number of Months (Relevant Period)	Alternative 1 Months/Percent ^a	Alternative 2 Project Change (Months/Percent) ^b	Alternative 3 Project Change (Months/Percent) ^b	Existing Conditions Months/Percent ^a	Alternative 2 Cumulative Change (Months/Percent) ^c	Alternative 3 Cumulative Change (Months/Percent) ^c
Hodge Decision Flows							
2,000 cfs	280 (Nov-Feb)	238 84%	-2 -1%	-1 0%	140 50%	70 25%	80 29%
3,000 cfs	280 (Mar-Jun)	125 45%	-2 -1%	-1 0%	141 50%	-35 -12%	-30 -10%
1,750 cfs	280 (Jul-Oct)	176 63%	0 0%	0 0%	202 72%	-64 -23%	-52 -28%
AFRP Flows							
2,000 cfs	350 (Oct-Feb)	278 79%	-6 -1%	-1 0%	174 50%	71 20%	84 24%
3,000 cfs	280 (Mar-Jun)	125 45%	-2 -1%	1 0%	141 50%	-35 -12%	-30 -10%
2,500 cfs	70 (Jul)	20 29%	0 0%	-3 -4%	46 66%	-38 -55%	-34 -49%
2,000 cfs	70 (Aug)	25 36%	-1 -2%	-1 -1%	56 80%	-45 -64%	-41 -59%
1,500 cfs	70 (Sep)	36 51%	0 0%	0 0%	22 31%	4 6%	6 9%

^a Number and percentage of months during the relevant period when the flows meet or exceed the indicated minimum flows.

^b The difference in the number and percentage of months during the relevant period between Alternative 1 and Alternatives 2 and 3 when flows meet or exceed the minimum flows.

^c The difference in the number and percentage of months during the relevant period between existing conditions and cumulative conditions under Alternatives 2 and 3 when flows meet or exceed the minimum flows.

Table 10-1. Development Projects Proposed within the City and County of Sacramento That Are near Alternative 3 Project Facilities

Proposed/ Approved Project ^a	Project Description/Status	Location Relative to EBMUD Project Facilities
City of Sacramento		
300 Richards Boulevard	This project includes offices, 224 hotel rooms, and a parking structure to be constructed in four phases totaling 990,000 square feet. The owners have requested a special permit to allow construction of the first phase, a 150,000-square-foot building at the west end of the site. Construction could begin in 1998. Future development phases of this planned unit development (PUD) will depend on market conditions in the area. Construction of 5th Street (described below) could occur as the 300 Richards Boulevard project proceeds. (Corcoran pers. comm.)	Intake Pipeline 1 would border the south side of the 300 Richards Boulevard project along Bannon Street. Intake Pipeline 2 would border part of the north side of the development project along Richards Boulevard.
Construction of 5th Street	This project involves construction of a "new" 5th Street that will connect the Richards Boulevard area to existing 5th Street at I Street. Construction of the roadway will depend on future development in the Richards Boulevard area. (Childers pers. comm.)	5th Street would cross Intake Pipeline 1 along Bannon/North B Street. The new roadway also would cross Intake Pipeline 2 along Richards Boulevard.
Extension of North 7th Street	The project to extend and connect North 7th Street between D Street and Richards Boulevard is included in the Northeast Area Transportation Study. The new section of the street is planned as a two-way four-lane arterial. North of Richards Boulevard, North 7th Street would be improved as a collector street. The project schedule is unknown. (Childers pers. comm.)	Intake Pipeline 1 along North B Street would cross the north end of the roadway extension.
Continental Plaza	This is an approved project for an 810,000 square foot office building at North 7th Street and Richards Boulevard. The project is part of a PUD, which includes two existing office buildings (Phases I and II) and construction of two new office buildings (Phases III and IV). This project will require improvements at the intersections of Richards Boulevard with North 5th and North 7th streets. The schedule of future development phases will depend on market conditions in the area. (Corcoran pers. comm.)	The project site is near Intake Pipeline 3. Proposed intersection improvements on Richards Boulevard are along the pipeline alignment.

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Proposed/ Approved Project ^a	Project Description/Status	Location Relative to EBMUD Project Facilities
Intermodal Terminal	The City plans to build an intermodal terminal at 7th and North B streets that will serve as a transfer station to provide intercity and commuter rail services, local and intercity bus services, and local and regional shuttle services (Roma Design Group 1997a). Project implementation may proceed in about 10 years (Saunders pers. comm.).	The intermodal terminal would be constructed on the south side of North B Street at 7th Street. Intake Pipelines 1, 2, and 3 align with North B Street, north of the intermodal terminal.
Extension of Metro Light Rail Transit	This project would ultimately connect Metro Light Rail between downtown and the Sacramento International Airport. The City anticipates implementation of a phased project. The first phase would involve extension of light rail from downtown north along 7th and North 7th streets (see above description of the project to extend North 7th Street) to the planned intermodal terminal. Future phases would involve extensions north into the Richards Boulevard area and across the lower American River to South Natomas, North Natomas, and the airport. (Roma Design Group 1997a.) The first phase of this project may proceed in about 5 years (Saunders pers. comm.).	Intake Pipelines 2 and 3 parallel the planned Metro Light Rail extension along North 7th Street and Richards Boulevard. Intake Pipeline 2 also would parallel the planned rail line along an existing railroad spur north of Richards Boulevard. Intake Alternative 2 would be constructed where the light-rail extension would cross over the lower American River.
Bannon Street Realignment/ Extension	This project would realign and extend Bannon Street east to connect with 16th Street near North C Street. This project is included in the City's Capital Improvement Plan; the project schedule is unknown. (Childers pers. comm.)	The Bannon Street extension would cross Intake Pipeline 2 along North 7th Street. The extended roadway also would cross Intake Pipeline 3 along North 10th Street.
Richards Boulevard Connector	The project to extend and connect Richards Boulevard to the Capitol City Freeway is included in the Northeast Area Transportation Study, which should be completed in 1998. Ground-breaking for the project could occur by 2008. Construction of a related interchange at the Capitol City Freeway could occur before the extension of Richards Boulevard. (Mar pers. comm.)	The Richards Boulevard extension would cross Intake Pipeline 4 along North 10th Street. The C Street Bypass Option generally parallels a section of the proposed roadway extension.

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Proposed/ Approved Project ^a	Project Description/Status	Location Relative to EBMUD Project Facilities
Sutter's Landing Park	This project involves establishing a 173-acre park on the former City landfill immediately west of the Capitol City Freeway along the American River. The first phase on park construction could occur in about 5 years (2002). Approximately 130 acres of the site will remain undeveloped for at least 30 years. The Richards Boulevard connector is proposed for siting along the southern park boundary. (Rudek pers. comm.)	The C Street Bypass Option may be within or adjacent to the southern edge of the proposed park.
C Street Closure at Blue Diamond Growers	Blue Diamond Growers has submitted an application to the City requesting closure of C Street between 17th and 19th streets. The City would retain rights to the utility corridor along the alignment. The project applicant is not proposing to establish permanent structures within the existing utility corridor as part of the street closure. Project implementation could occur in 1998. (Childers pers. comm.)	The pipeline associated with Intake Pipelines 1, 2, 3, and 4 is within the C Street corridor, including the section proposed for closure.
C Street Reconstruction	This project involves resurfacing/reconstructing C Street between 12th and 21st streets. The improvements are scheduled to occur in 1998 (Bates pers. comm.).	Intake Pipelines 1, 2, 3, and 4 are within the C Street corridor, including most of the length that is planned for resurfacing.
Midtown Traffic Calming	This project involves installing a variety of traffic control devices to regulate and calm traffic in the midtown area. Project implementation will be completed by the end of 1997. (Grehm pers. comm.)	Intake Pipelines 1, 2, 3, and 4 are within the C Street corridor. A few traffic control devices have been or will be installed on C Street between 16th Street and Alhambra Boulevard.
Cannery Business Park	This project involves demolishing a 110,000-square-foot warehouse and constructing two new office buildings at Cannery Business Park at 3301 C Street. The project application is incomplete. Project implementation will require a general plan amendment and rezone from light industrial to office	Intake Pipelines 1, 2, 3, and 4 are within the C Street corridor and adjacent to the Cannery Business Park project. The C Street Bypass Option skirts the eastern edge of Cannery

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	building. (Corcoran pers. comm.)	Business Park along Lanatt Street.
Combined Sewer System Improvement Program	This is a 40-year phased program to upgrade and rehabilitate the sewer and stormwater system throughout downtown Sacramento. The program will continue through about 2027. (Batha pers. comm.)	Throughout city
Improvements at the Intersection of Folsom Boulevard and Power Inn Road	The City's Northeast Area Transportation Study will include an analysis of alternatives to improve the intersection of Folsom Boulevard with Power Inn Road. The most complex alternative involves construction of an urban interchange. The project schedule and the recommended alternative(s) are unknown. (Grehm pers. comm.)	All intake pipelines extend along Folsom Boulevard to cross the intersection with Power Inn Road.
Power Inn Road and Metro Light Rail Transit Grade Separation	The City is proceeding with a project to construct a grade separation to allow Power Inn Road to pass under the Metro Light Rail Transit tracks. The City released the draft EIR on the project in September 1997. Construction will begin in early 1998. (Grehm pers. comm.)	The grade separation project is located about 700 feet south of where the pipeline alignment will cross Power Inn Road along Folsom Boulevard.
Granite Regional Park Planned Unit Development	This project is located generally south of Folsom Boulevard between Power Inn and Florin-Perkins roads. The draft EIR on the project could be circulated for public review on December 23, 1997. The City Council could approve the project and all necessary entitlements in May 1998. The drainage basin plan for the site is being revised. Current site plans include approximately 126 acres for parks, recreation, and open space uses. Most of the remaining acreage will be reserved for regional and local commercial uses and office development. A small amount of industrial and warehousing uses will be allowed. Cucamonga Avenue will be extended through the site to Florin-Perkins Road. (Melko pers. comm.)	The Folsom Boulevard Bypass Option crosses the project site from west to east.
County of Sacramento		

Table 10-1. Development Projects Proposed within the City and County of Sacramento That Are near Alternative 3 Project Facilities

Proposed/ Approved Project ^a	Project Description/Status	Location Relative to EBMUD Project Facilities
Extension of and Improvements to Kiefer Boulevard	<p>The main project involves improving and extending Kiefer Boulevard between Happy Lane and Eagles Nest Road to a four-lane arterial with an 84-foot-wide right-of-way. Sacramento County is pursuing plans to acquire the right-of-way and realign the roadway to conform to county standards. The schedule for this project is unknown; extension of the roadway will depend on market conditions and future development in the area.</p> <p>A November 1996 project priority list compiled by the County identifies a future joint project with the City to widen Kiefer Boulevard to four lanes between Florin-Perkins Road and South Watt Avenue. Funding and scheduling for this project have not been identified. Following roadway construction, the County would request a 5-year moratorium on other projects that involve digging up the new roadway. Another project along Kiefer Boulevard involves installing traffic signals at two intersections of Kiefer Boulevard and Tallyho Drive in the Rosemont community. The traffic signal projects are expected to occur before the road widening project west of South Watt Avenue. (Kokkinis pers. comm.)</p>	All intake pipelines parallel Kiefer Boulevard, including the sections proposed for extension, realignment, and other improvements.
Sunrise Douglas Community Plan and Specific Plan	The community and specific plans are part of a master planned community that lies generally east of Sunrise Boulevard, south of Douglas Road in Sacramento County, north of Highway 16, and west of Grant Line Road. Within the specific plan area, 483 acres are designated as wetland preserve at the northeast corner of Kiefer Boulevard and Sunrise Boulevard. The revised Notice of Preparation on the project was released on July 31, 1997. The County could approve the specific plan during summer 1998. Construction will not proceed before summer 1999. (Baker pers. comm.)	The intersection of Kiefer and Sunrise boulevards marks the southeast corner of the specific plan area. All intake pipelines terminate where Kiefer Boulevard meets the FSC, approximately 400 feet west of Sunrise Boulevard. Areas reserved for housing within the specific plan area are approximately .25 miles east of where the pipelines intersect with the FSC.

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Proposed/ Approved Project ^a	Project Description/Status	Location Relative to EBMUD Project Facilities
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^a Projects are generally listed as they occur along the project alignment from west to east. Figure 10-1 depicts locations of the projects. The symbol “_” indicates projects that are currently under construction, approved, or likely to proceed within the next 5 years. The symbol is not used for projects that are being considered among several alternatives, or that are otherwise in the early planning stages and are somewhat conceptual, or if the implementation schedule is unknown or is far in the future.